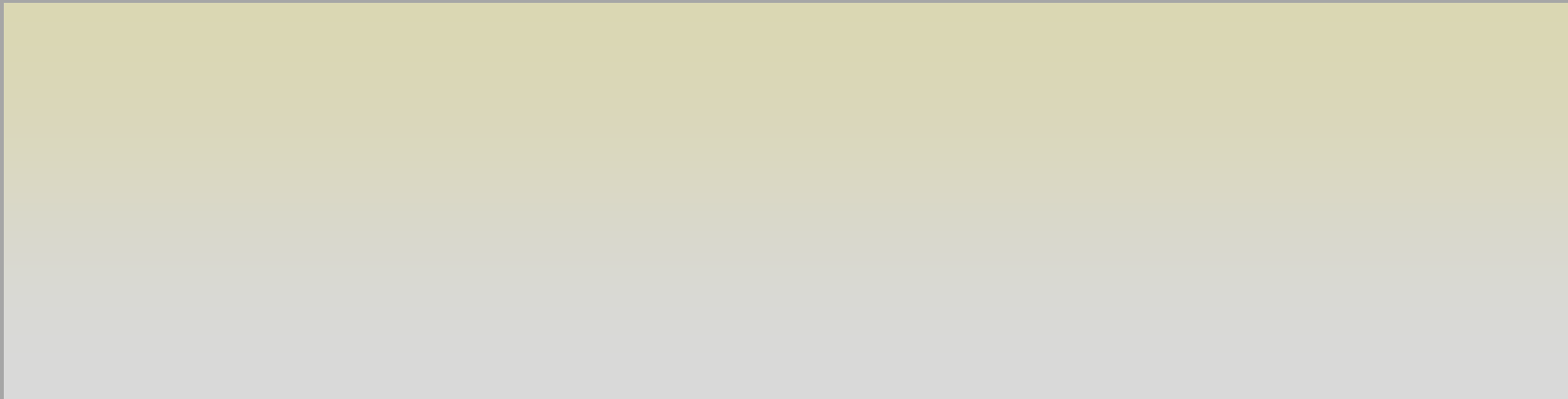




California Bicycle Advisory Committee



Michael Williams



Presentation

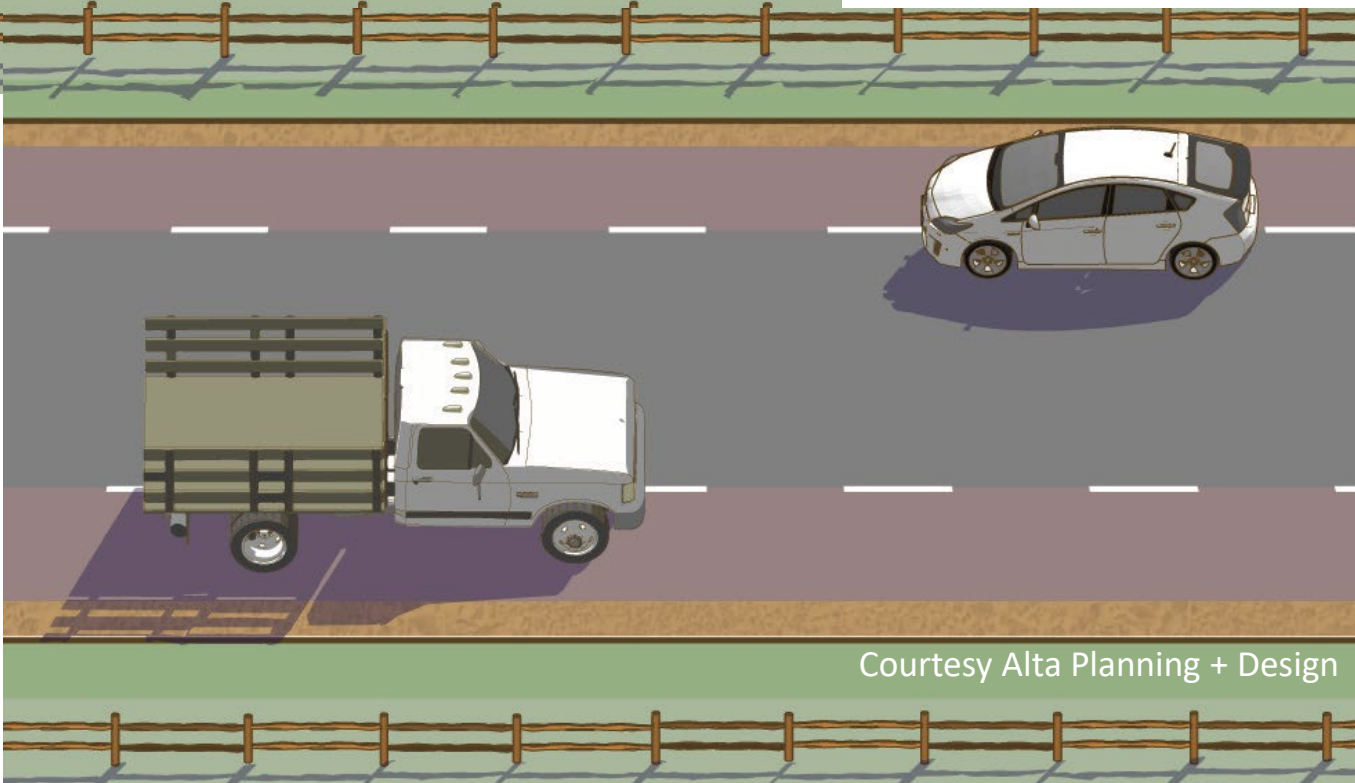
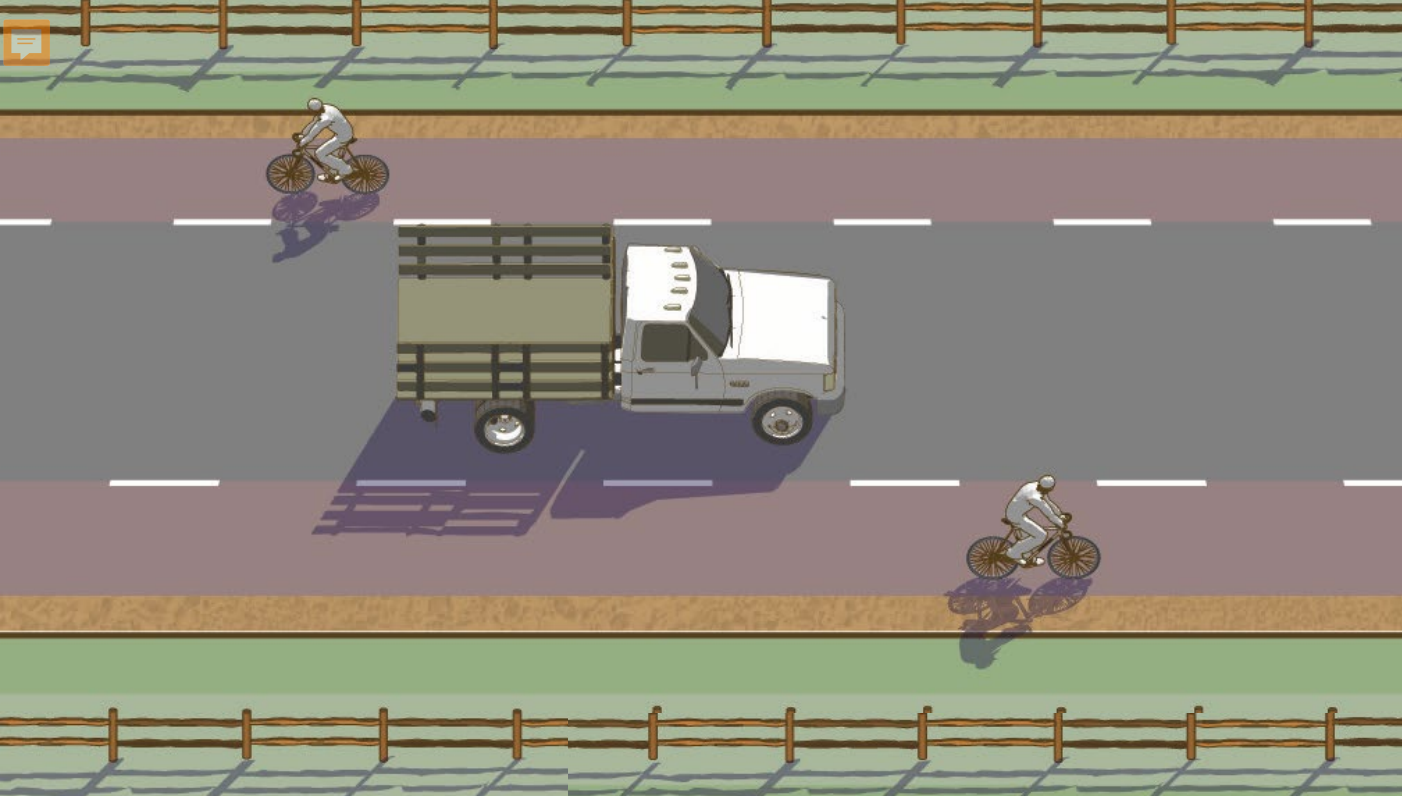
- Introduction & Benefits
- Design Guidance
- Current Installations & Case Studies
- Challenges
- The Path Forward





Courtesy Toronto Star





Courtesy Alta Planning + Design



Why Should We Care?

ABLs:

- Provide bike lanes on narrow roads or roads without \$\$
- Can provide pedestrian facilities
- Provide traffic calming
- Are inexpensive to install – only re-striping is required
- Reduce maintenance costs, avoid snow removal costs
- Are applicable to hundreds of thousands of road-miles
- Domestic examples safe at up to 5,000 ADT and 30 MPH



DECEMBER 2016

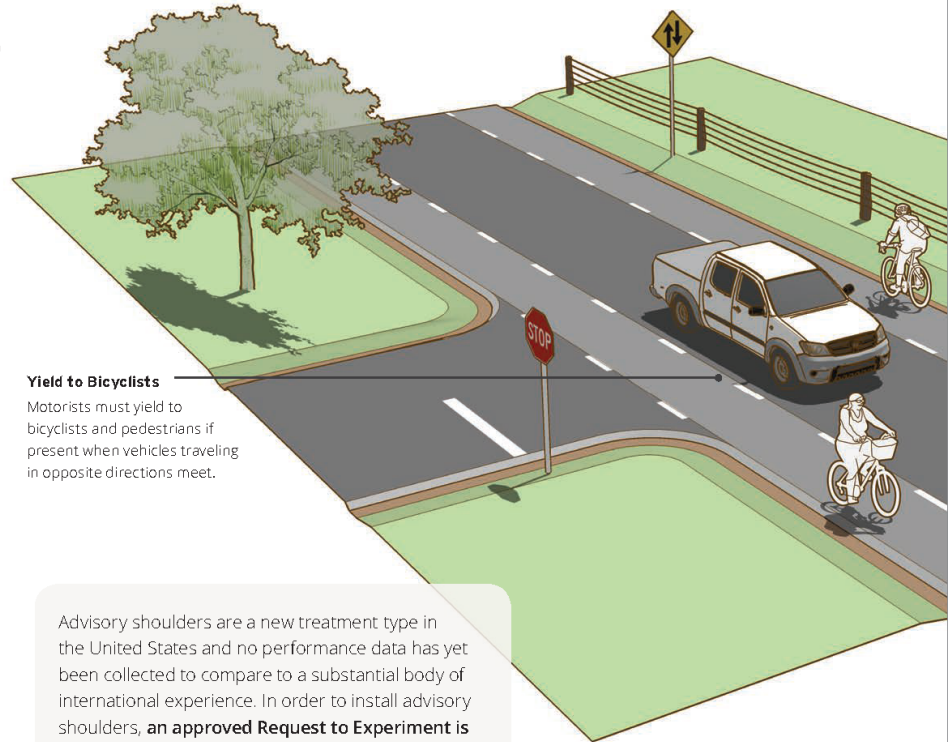
Small Town *and* Rural Multimodal Networks



U.S. Department of Transportation
Federal Highway Administration



CHAPTER 2 | MIXED TRAFFIC FACILITIES



Yield to Bicyclists

Motorists must yield to bicyclists and pedestrians if present when vehicles traveling in opposite directions meet.

Advisory shoulders are a new treatment type in the United States and no performance data has yet been collected to compare to a substantial body of international experience. In order to install advisory shoulders, **an approved Request to Experiment is required** as detailed in Section 1A.10 of the MUTCD. FHWA is also accepting requests for experimentation with a similar treatment called “dashed bicycle lanes.”

Advisory Shoulder

Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic.

Siting Criteria

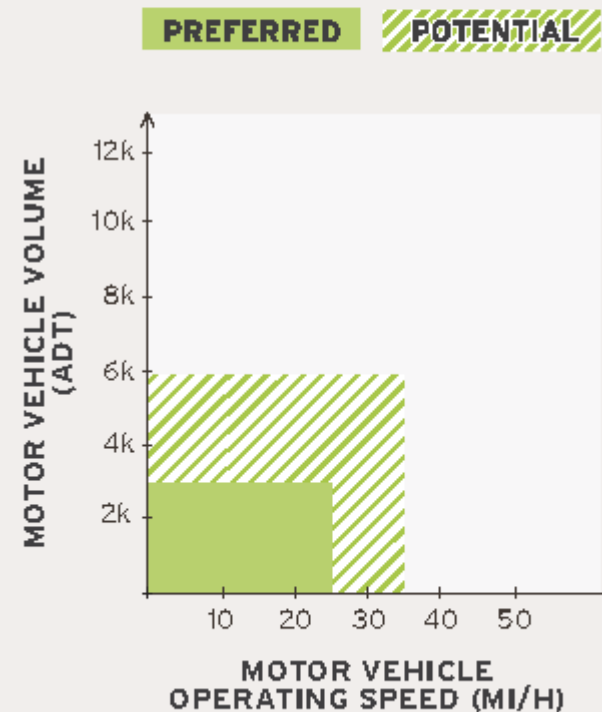
2016 STRMN Guide

- Preferred
25 MPH or less, 3000 ADT or less
- Potential
Up to 35 MPH, 6000 ADT or less
- Volume – Speed Tradeoff
Not Addressed
- Bicycle Volumes
Not Addressed

APPLICATION

Speed and Volume

Most appropriate on streets with low to moderate volumes and moderate speed motor vehicles. (2)



Installations

2017 Survey Paper

- Survey of 12 Installations
- First ABL in 2011
- Considered safe
- 5 safety studies



LESSONS LEARNED

Advisory Bike Lanes in North America

August 2017



Current Installations: 16 – 20 ABLs in North America



Image: E. Wygonik

Hanover, NH

Pop. 11,000

- Provided facility for both pedestrians and bicyclists
- Reduced speeding issues and vehicle volumes
- Increased pedestrian and bicycle volumes



Courtesy bikewalkmove.org

Minneapolis, MN

Pop. 400,000

- Bicycle network needed a connector but removal of parking not possible
- Urban setting and high vehicle volumes, approx. 5,000 ADT
- Lots of public outreach to parties along the street and bicycle community



Challenges

- Guidance shortcomings
- Ambiguous legal standing
- Possible regulatory issues
- North American experience is limited
- ABLs still unknown to public & many practitioners
- No ADA guidance for ABLs as pedestrian facilities
- FHWA's RTE study requirements lack rigor
- ABL design more nuanced than appears



The Path Forward

- Support experimentation within safe parameters
- Work to support & create ABL-enabling legislation
- Work to create sound guidance
- Support ABL research – TRB RNS, Pooled Funds, etc
- Increase public awareness of ABLs
- Include ABLs in educational outreach activities
- Educate Caltrans local assistance staff
- Secure ADA guidance for ABLs as pedestrian facilities
- Talk with other DOTs & agencies about ABLs
- Encourage FHWA to define requirements for RTE studies



THANK YOU!

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<https://lists.coe.neu.edu/cgi-bin/mailman/listinfo/advisorybikelanes>

Photo courtesy Richard Sparks